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must be based on a thorough knowledge supplemented by sound historical judgment.

Women in Industry: a Study in American Economic History. By EDITH ABBOTT, Ph.D., Associate Director in the Chicago School of Civics and Philanthropy. With an introductory note by SOPHONISBA P. BRECKINRIDGE, J.D., Ph.D. (New York and London: D. Appleton and Company. 1910. Pp. xxii, 409.)

THIS volume contains what Dr. Abbott calls "a neglected chapter in our economic history". It is an historical study of the field of employment which women in America have occupied from colonial times, and not, as the title might suggest, a discussion of present problems arising out of women's work. The work did indeed originate in an analysis of recent census statistics, which inevitably gave rise to the question "how long and how far have women been an industrial factor of importance?" To those who are accustomed to regard the problem of women in industry as essentially a modern one the answer will no doubt be surprising.

In colonial times women worked in the home. With the introduction of improved textile machinery, the women followed the machines, which took the place of the accustomed hand spinning-wheel and loom, into the mills. Without the aid of women it would have been impossible to operate the early factories, for the heavier work of farm and forge made irresistible demand upon the labor of men. The moralist speedily justified what the economic situation necessitated. But not merely in the cotton mills did women thus early find employment; Dr. Abbott has collected data in a most interesting way to show the wide extent of the field of employment open to working women. As a matter of fact there were more opportunities to achieve industrial independence open to working women before the Civil War than there were to the educated woman. The proportion of women industrially employed was greater here than even in industrial England.

In order to trace the development more carefully, Dr. Abbott has made a study of five industries in which women occupy an especially important position to-day: the cotton industry, the manufacture of boots and shoes, cigar-making, the clothing trade, and printing. In the first and fourth, which were once peculiarly women's work, men have largely displaced the women; they have done so also in cigar-making, but seem now in danger of losing their positions again to the women. The reverse process has taken place in the other two trades, and women are to-day largely employed in work which a century ago would have been done by men. There is here afforded an interesting example of the shifting and readjustment which continually takes place in industry, according to which the labor force of the country is distributed in the most effective manner. When labor was scarce women were welcomed in industrial occupations; machinery was even adapted to their inferior

strength and was made light and easy running. After immigration had made available a larger labor supply, men began to displace the women and heavier machines driven at higher speed were introduced.

Dr. Abbott is inclined to lament the attitude of the public moralist, who, in the face of the new situation, would confine women to the home. But is not such an attitude simply an application of a principle whose working the author has traced historically, but which she is unwilling to see applied practically to present conditions? Moreover, in view of woman's well-known weakness as an industrial bargainer, a healthy fear of a lowering of the general standard of living of the working class is evidenced by a disinclination to have her compete with men for the same positions. The improvement in women's industrial status would seem to lie along the same lines as that in which their fathers and brothers have advanced, namely education and organization.

No attempt has been made in the volume to discuss the various problems connected with woman's industrial employment. But as an historical study it deserves praise, having the high qualities of thoroughness, trustworthiness, and readableness.

Commodore John Rodgers, Captain, Commodore, and Senior Officer of the American Navy, 1773-1838: a Biography. By CHARLES OSCAR PAULLIN. (Cleveland, Ohio: The Arthur H. Clark Company. 1910. Pp. 434.)

IN this handsome volume Dr. Paullin has given us the biography of a man whose forty years of service began with the establishment of the navy in 1798. Rodgers was the senior of the brilliant group of officers who brought fame to the navy in the War of 1812, but because he had not the good fortune to capture a British frigate his name is less familiar to the general reader than some of the others.

The book opens with a chapter on his early life, which is followed by two on the war with France. Having been to sea in the merchant service since boyhood, Rodgers entered the navy at the age of twenty-five. As first lieutenant of the *Constellation* under Truxtun he took part in the capture of the *Insurgente* in 1799. As a result of the superior qualities exhibited by him on this occasion he was made a captain and spent the last year of the war in command of the twenty-gun ship *Maryland*. In chapter iv. we find him again in the merchant service temporarily, having been left without occupation in the navy upon the return of peace with France. The three following chapters deal with two cruises in the Mediterranean during the period from 1802 to 1806, covering a great part of the war with Tripoli in which Rodgers played an active part under Commodores Morris and Barron. In the last year, as commander-in-chief of the squadron, he turned his attention after peace with Tripoli to curbing the warlike spirit of the bey of Tunis. Acting without instructions in this matter Rodgers displayed commendable firmness and good judgment.